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25X1

1108

REFERENCE: A.	5151 (1108-1)
B.	5183 (1108-2)

25X1

1. [ ] FINDS DISCREPANCY BETWEEN GEOGRAPHIC POSITIONS IN REF (A) AND (B) AND [ ] COMPUTATION OF EPHEMERIS POSITIONS. HOWEVER, ONLY CERTAIN SPECIFIC SEGMENTS DIFFER BETWEEN [ ] AND WEST COAST DATA. [ ] HAS CHECKED ITS INPUTS AND PROGRAMS AND CAN FIND NO EVIDENCE OF ERROR ON ITS PART.

25X1

2. IN ORDER TO PIN DOWN REASON FOR DISCREPANCY, REQUEST RE-CHECK ITS DATA FOR COMPUTATION OF VEHICLE LATITUDE AND LONGITUDE SHOWN IN REFS. FOR SPECIFIC AREAS LISTED BELOW. THESE FRAMES ~~SHALL~~ <sup>DISAGREE</sup> THE SEGMENTS WHICH DISAGREE. TO BEST OF OUR KNOWLEDGE REST OF DATA <sup>OF DATA</sup> AGREES BETWEEN [REDACTED] <sup>FILE</sup>

25X1

AGREES BETWEEN \_\_\_\_\_,  
3. REQUEST CONFIRMATION OR CORRECTION OF DATA WHEN CHECKED  
4. FRAMES FROM SEGMENTS OF EPHEMERIS WHICH DISAGREE AS FOLLOWS:  
REV FRAME \_\_\_\_\_ Z TIME \_\_\_\_\_ Z TIME \_\_\_\_\_ VEH LAT \_\_\_\_\_ VEH \_\_\_\_\_

TIME	DESCRIPTION	STATUS
00.00	FILE	12
00.00	CABLE SEC.	2
00.00	PPS/RD	
00.00	VEH LOCUR.	
00.00	& LONG	
00.00	MIN	
00.00	PSG/OC	
00.00	RCD	3-PS
00.00	ALPRO	2
00.00	AID	
00.00	EG	
00.00	TEG/OD	
00.00	SCREEN	
00.00	WEST	
00.00	EAST	
00.00	WAS	
00.00	EG/PHD	
00.00	IAS	
00.00	IA-XX4	
00.00	SPAD	
00.00	DIA-AP	
00.00		2
00.00	GLX	
00.00	CH	
00.00	EE	

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25A1  
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HR MIN SEC			HR MIN SEC			DEG MIN DEG			MIN SEC			
			BUCKET 1						PSC/OC			
53	10	FWD	3	48	40.857	3	48	40.874	59	12.74N	59	09.07N
									121	50.14E	131	52.50E
68	10	FWD	1	57	46.082	1	57	46.098	58	00.42N	57	58.51N
									158	06.97E	158	08.30E
			BUCKET 2						LEG/OD			
118	10	FWD	3	46	43.370	3	46	43.387	49	09.17N	49	05.66N
									127	38.71E	127	40.06E
134	10	FWD	3	24	06.663	3	24	06.680	45	58.17N	45	55.02N
									132	05.14E	132	06.22E
151	10	FWD	4	27	01.321	4	27	01.337	59	02.50N	58	58.84N
									108	26.38E	108	08.68E
184	10	FWD	5	10	45.127	5	10	45.142	55	41.23N	55	38.27E
									094	35.63E	094	37.25E
199	10	FWD	3	20	19.600	3	20	19.616	49	45.30N	49	42.50E
									122	32.17E	122	33.02E
216	10	FWD	4	24	36.608	4	24	24.623	49	42.50N	49	38.97N
									104	04.07E	104	05.86E
231	10	FWD	2	33	10.147	2	33	10.161	54	08.80N	54	05.42N
									128	02.22E	128	03.42E
232	10	FWD	4	03	17.031	4	03	17.046	48	11.47N	48	07.82E
									107	39.98E	107	41.34E
249	10	FWD	5	10	57.754	5	10	57.767	40	34.67N	40	31.40N
									090	35.21E	090	36.12E
264	10	FWD	3	18	42.863	3	18	42.874	39	41.35N	39	38.38N
									116	45.04E	116	45.84E

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5. NOTE: VEH TIME COMPUTED AT [REDACTED] IS OFF APPROXIMATELY 17  
MILLISECONDS FROM [REDACTED] TIME, SINCE [REDACTED] ALLOWS FOR TIME DIFFERENCE  
BETWEEN PRECISE CENTER OF FORMAT POINTS AND CENTER OF FORMAT SWITCH  
ACTIVATION TIME.

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6. IT IS ASSUMED THAT BOTH [ ] USE BASICALLY THE SAME INPUTS, I.E., TIME FROM THE SRV TAPE RECORDER SUMMARY, THE POSITIONS FROM THE ACCELERATION EPHEMERIS AND NOMINAL ATTITUDE.

T O P S E C R E T

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END OF MESSAGE

**100**

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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